

CHAPTER 8

AERONAUTICAL EQUIPMENT SERVICE RECORD (AESR)

Aircraft maintenance activities are also tasked with the responsibility of maintaining aeronautical equipment service record (AESR). Currently, organizational and intermediate level maintenance activities maintain AESRs in paper format as well as electronic format found in the Naval Aviation Logistics Command Management Information System (NALCOMIS).

AERONAUTICAL EQUIPMENT SERVICE RECORD (AESR) DESCRIPTION

LEARNING OBJECTIVE: Define the purpose of the Aeronautical Equipment Service Record (AESR).

The Aeronautical Equipment Service Record (AESR) is the log used to maintain records on aeronautical equipment that are an integral part of the aircraft. The AESR is a loose-leaf log that is contained within a separate cover. The log can be inserted in the aircraft logbook binder, or the log may stand alone.

The AESR is maintained in much the same manner as the aircraft logbook. Many of the records used in the aircraft logbook are also used in the AESR. In this chapter, we will discuss records common to the aircraft logbook and AESR, but we will focus more on records unique to the AESR.

ORIGIN

LEARNING OBJECTIVE: Identify the activity that originates AESRs.

The AESR is initiated by the activity that originally accepted the equipment for the Navy, and the AESR is subsequently maintained by the activity that has custody of the equipment. When equipment is installed as part of the aircraft, the AESR is maintained concurrently with the aircraft logbook, and the record becomes a part of the logbook.

Q1. What log is used to maintain records on the aeronautical equipment that is an integral part of an aircraft?

Q2. What activity initiates the AESR?

APPLICATION

LEARNING OBJECTIVE: Identify equipment that requires an AESR.

An AESR is required for each of the specific equipments listed below:

- Aircraft power plants (engines)
- Auxiliary power unit (APU)
- Airborne gun pods
- Low-level escape system
- Propeller assembly
- In-flight refueling store/package
- AN/ALQ-99 pod
- Aeronautical Expeditionary Airfield M-11, M-22, M-23, V-1, V-7, and L series lighting systems
- Gas Turbine Power Plant (7LM 1500 PB-104)
- Engine test cell/stand
- MK-105 magnetic minesweeping gear
- Support equipment gas turbine engines (GTEs)

NOTE: Each aircraft has specific AESR equipment requirements. The periodic maintenance information card (PMIC) deck for the specific type, model, and series of equipment contains AESR equipment requirements. In case of loss, damage, or destruction of an AESR, follow the same reconstruction procedures as those used for an aircraft logbook.

MAINTAINING THE AESR

LEARNING OBJECTIVE: Describe the disposition procedures for AESR data that has no designated place in the AESR.

The AESR is maintained similarly to the aircraft logbook. Since the AESR is in loose-leaf form, the full

Pages or forms, other than those described in the following paragraphs, are not inserted, stapled, or attached to the AESR. Additional data, for which there is no designated place in the logbook, and a copy of the most recent engine setup or test record are placed in the manila envelope in the back of the AESR. Superseded forms are closed out with the statement “No further entries this page,” and a new form is initiated. The superseded form remains in the AESR.

The cover page of the AESR is shown in figure 8-1. The information on the front cover is entered, as shown

in the figure, by the activity that initiates the record. Subsequent entries are made by activities that maintain custody of the equipment.

The *operating interval* is the authorized time between overhauls for the particular equipment. The data required for the replacement interval is obtained by review of the Replacement Interval Data block on each Assembly Service Record (ASR), Module Service Record (MSR), and Scheduled Removal Component (SRC) card. The lowest time recorded is written as the replacement interval on the AESR. The replacement due is computed by adding the lowest interval time to the engine time. Entries are made in pencil to allow for component changes at repair or rework activities.

The block titled “Current Engine or Propeller Position No.” is used to indicate the engine or propeller position number (1, 2, 3, or 4) as installed on the aircraft. This position indicator aids in the placement of associated accessory and other supplemental records in the correct equipment record.

Equipment Operating Record (OPNAV 4790/31A)

The Equipment Operating Record (fig. 8-2) is intended for use with all aeronautical equipment that requires the monthly compilation of significant operating data and is unique to the AESR. Reporting custodians ensure that operating or monitoring system data is entered on this form at a monthly interval and upon transfer of the equipment.

The Equipment Operating Record provides columns for the logging of operating hours or monitoring system data, as applicable. Operating hours are obtained from record type (RECTYP) 7B of the Naval Aircraft Flight Record. Uncaptioned columns are provided for monitoring system data and are labeled as required; for example, starts, rounds fired, low cycle fatigue (LCF), and meter reading. If equipment is monitored by time since new (TSN) or time since overhaul (TSO), the first column under monitoring system data is labeled TSN or TSO, as appropriate. The cumulative column under operating hours will then show TSN or TSO hours. The Remarks column is for the logging of additional information, as appropriate.

Q5. What type of data is recorded on the Equipment Operating Record?

Q6. Entries should be made on the Equipment Operating Record at least monthly. On what other occasion should an entry be made on this record?

Inspection Record (OPNAV 4790/22A)

The Inspection Record, shown in figure 8-3, is one of the forms that is common to both the aircraft logbook and AESR. The maintenance of the form is the same for the aircraft logbook and AESR. The heading blocks on each form are filled in to identify the type of inspection and the equipment name, model, and serial number.

A major engine inspection, phase inspection, special inspection, and conditional inspection (except fluid sampling, engine wash, or servicing) all require an AESR entry by the activity that performs the inspection.

Phase and major engine inspections are logged on the same Inspection Record page.

Special and conditional inspections are logged on separate Inspection Record pages as follows:

- Equipment that has an AESR and requires a nondestructive inspection (NDI) or disassembly and reassembly is logged on an Inspection Record page titled “SPECIAL.”
- A conditional inspection is an unscheduled inspection required as a result of an overlimit condition or as a result of a circumstance or event that creates an administrative requirement for an inspection, such as a hot start or overtemp. A conditional inspection is logged on an Inspection Record page titled “CONDITIONAL.”

Acceptance and transfer inspections on uninstalled equipment are NOT logged on Inspection Records.

During first-degree repair, the intermediate maintenance activity (IMA) screens the Inspection Record and, during rework, the depot-level maintenance activity screens the Inspection Record. The old Inspection Record pages for scheduled maintenance are removed, and a new record that contains the data necessary for determining when the next scheduled inspection is due is initiated. Conditional Inspection pages are screened for items of historical or maintenance value and transcribed to a new page. A minimum of 2 years of data is maintained at all times on the Conditional Inspection page.

(Periodical or Conditional)

INSPECTION RECORD

[illegible]

OPNAV 4790/22A (REV. 1-84)

S/N 0107-LF-047-9110

Figure 8-3.—Inspection Record.

AZJA0005

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OPNAV 4790/23A (REV. 1-84) S/N 0107-LF-047-9118

PERMANENT RECORD
AZJA0006

Figure 8-4.—Repair/Rework Record.

Q7. Overtemp, hot start, acceptance, and transfer inspections are all examples of (a) what type inspections and, (b) should be logged on what page of the AESR?

Q8. Acceptance and transfer inspections are not required to be recorded in the AESR for equipment in what status?

Q9. What minimum number of years of data should be maintained on the Conditional Inspection page?

Repair/Rework Record (OPNAV 4790/23A)

The Repair/Rework Record (fig. 8-4) is also common to the aircraft logbook and AESR. This record is a permanent part of the AESR. The Repair/Rework Record contains a complete record of all repair, reconditioning, SDLM, conversion, modification, and modernization that an intermediate- or depot-level maintenance activity performs on the equipment. In cases where an item requires an AESR, the AESR must accompany the equipment through the maintenance action required and must be updated by the activity that accomplishes the action.

Q10. An auxiliary power unit (APU) is removed from an aircraft and sent to an AIMD for repair. What should be the disposition of the AESR?

Technical Directives Form (OPNAV 4790/24A)

The Technical Directives form (fig. 8-5) is used to record technical directives in the AESR. This form is the same one that is used in the aircraft logbook. Separate pages are used for each type of directive, and all applicable directives are recorded. Lists 02 and 04 for engines may be available for your use; however, these lists are NOT an authorized part of the engine AESR.

Changes and bulletins that concern equipment, other than engines, present no special record-keeping problems because the numerical quantity of these directives is relatively small. Power plant changes and power plant bulletins, however, are issued in greater numbers. Therefore, power plant changes and power plant bulletins require careful screening to ensure that the AESR reflects the actual configuration of the equipment.

Definite rules and procedures are required to ensure that the AESR contains a record of applicable directives and, at the same time, to eliminate unnecessary record keeping. For uniformity through-

out the system, apply the following procedures for all equipment:

- Record all changes and bulletins, including revisions, that direct a material change or modification of the particular equipment in this section of the AESR.

- Log all technical directives in numerical sequence, except on pages titled "Revisions." Revisions are logged in the order that they are received. All activities must account for applicable bulletins or production equivalents by number.

- Use only applicable Status codes.

- Ensure that technical directives that affect a component that has an SRC card, Equipment History Record (EHR) card, ASR, or MSR are documented in the applicable section of that card or record as well as the AESR. In this instance, enter the TD identification on the technical directive (TD) page, and enter a notation to refer to the applicable SRC, EHR, ASR, or MSR in the Title/Remarks column.

Record other entries in the same manner as those in the TD section of the aircraft logbook.

Q11. Technical directives that affect an EHR, ASR, IMSR, or SRC card item should be recorded on the applicable EHR, ASR, MSR, or SRC card. On what other record should an entry be made?

Miscellaneous/History (OPNAV 4790/25A)

When used in the AESR, the Miscellaneous/History record (fig. 8-6) is where pertinent information is recorded for which no other place in the record has been provided. For example, special test data, abnormal characteristics of equipment, serious damage, significant repair, authorization for extension of operating intervals, and Naval Oil Analysis Program entries are made on this form. When equipment is exposed to large quantities of salt water, fire-extinguishing agents, or other corrosive material, an entry is made on the Miscellaneous/History record to include a description of the decontamination and approximate time between exposure and completion of decontamination. All entries on this record require an authorized signature, date, and name of the activity.

Intermediate- and depot-level maintenance activities screen the Miscellaneous/History record before discarding it and initiating a new record. When the specific information is of permanent value, the information is transcribed onto the new form and retained in the AESR. A minimum of 2 years of data is

MISCELLANEOUS / HISTORY

AIRCRAFT MODEL OR EQUIPMENT NAME TURBOFAN ENGINE	EQUIPMENT MODEL /TYPE F404-GE-400A	BUNO OR SERIAL NO. 310042
DATE	REMARKS	
971209	THIS DATE, EQUIPMENT OPERATING HOURS WERE VERIFIED TO BE CORRECT. ENGINE SERIAL	
	NUMBER 310042 TRANSFERRED THIS DATE TO AIMD JACKSONVILLE DUE TO HIGH OIL	
	CONSUMPTION. JCN A9B-054-132, ON DOCUMENT NUMBER V21390-8054-G431, STATUS STAR 24-74.	
	AVCM I. M. CATCHALL	
	VFA-37	

Figure 8-6.—Miscellaneous/History record.

maintained at all times on the Miscellaneous/History record.

To aid the IMA and depot activities in determining repair or rework requirements of equipment following rejection, the activity that rejects the equipment **MUST** completely document the reason for and nature of the rejection on the Miscellaneous/History record. For example, an entry such as “overtemp” is not enough. Information must be given as to the degree of overtemp, the length of overtemp, and the circumstances under which the overtemp occurred, such as at start, in flight, during shutdown, or during ground runup. Corrective measures that were taken must also be listed.

Some incidents recorded on the Miscellaneous/History record require specific statements to accurately describe the circumstances that surround the incident. These specific statements include, but are not limited to, the following:

Change in authorized inspection interval. If there is a change in the authorized inspection interval, the following entry is required: “Effective (date) was placed on (specified interval) in accordance with (authority); next inspection due (date or hours).”

- A change in the inspection induction date or hourly sequence requires that the following entry be made: “Effective (date) inspection induction date (or hours) was rescheduled from (old date or hours) to (new date or hours) as authorized by (reference).”

- Equipment Receipt. Activities that receive equipment with the Equipment Operating Record will make the following entry: “This date, The Equipment Operating Record accumulated operating hours were verified to be correct.”

- Activities that transfer equipment must annotate the record with the date, reason for transfer, activity transferred to, job control number (JCN), shipping document number, and if applicable, Status and STAR (strikes, transfers, acquisitions, or removals) codes.

You should refer to the latest edition of OPNAVINST 4790.2 for other specific documentation requirements when making entries on this record.

Q12. In what record should Naval Oil Analysis Program (NOAP) entries be logged in the AESR?

Preservation/Depreservation Record (OPNAV 4790/136A)

The Preservation/Depreservation Record (fig. 8-7) in the AESR contains a record of preservation, represervation, and depreservation. When used in the AESR, the Preservation/Depreservation Record is maintained like the Preservation/Depreservation Record in the aircraft logbook. If the equipment (engine propellers, ejection seats, or APUs) is installed in the aircraft and the aircraft is preserved but the preservation requirement is not applied to the specific equipment, then no preservation entry is made to the equipment AESR.

Q13 Your activity initiates a preservation action on an aircraft. An entry should be made in the aircraft logbook's Preservation/Depreservation Record. No preservation was performed on installed engines. What entry, if any, should be made on the Preservation/Depreservation Record in the AESR?

Installed Explosive Device Record (OPNAV 4790/26A)

The Installed Explosive Device Record contains a record of all explosive devices installed. This record is generated through the Survival Equipment Asset Tracking System/Increased Capabilities (SEATS/ICAP) program. SEATS/ICAPS is a management information system for use at O-level, I-level, and D-level aviation maintenance activities and provides a standardized system for management of Survival Equipment and cartridge-actuated devices (CADs)/aircrew escape propulsion systems (AEPS).

Inventory Record (OPNAV 4790/27A)

NOTE: Make sure that components, assemblies, or modules properly associated with equipment that requires an AESR are recorded in this section and NOT with airframe components in the aircraft logbook.

Assembly Service Record (ASR) (OPNAV 4790/106A)

The latest edition of *Aeronautical Time Cycle Management Program*, NAVAIRINST 4790.3, establishes the policy and responsibilities for the planned removal/replacement of selective assemblies

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[illegible]

Figure 8-9.—Inventory Record.

AZJA0013

FAN ROTOR				ASSEMBLY SERVICE RECORD				REPLACEMENT INTERVAL				REPLACEMENT DUE									
				REFER TO PARTS LIFE TRACKING SYSTEM																	
A. PART NUMBER 6026T96G10				B. SERIAL NUMBER PWA19563				C. WORK UNIT CODE 2741200				D. CFA NADEP JACKSONVILLE				E. FSCM 99207					
SECTION I - IDENTIFICATION DATA																					
SECTION II - COMPONENTS																					
A. NOMENCLATURE		B. P/N		C. S/N		DATE INST		TYPE LIFE		LIMIT		USED		REMAIN		DATE RMVD		E. MISCELLANEOUS DATA			
STAGE 1 DISK		5087T95P01		GATCND20		960109		ELCF		9690		0008		9682							
STATE 1 BLADES		5088T29P01		GATCND20		961019		ELCF		12500		0008		12492							
STAGE 2 DISK		5088T01G01		GATCAF63		961019		ELCF		10780		0009		10771							
STAGE 2 BLADES		6093T08P01		GATCRV63		961019		ELCF		10780		0009		10771							
STAGE 3 DISK		5088T02G01		GATCRV47		961019		ELCF		11880		0010		11870							
STAGE 3 BLADES		6093T07P01		GATCRV47		961019		ELCF		11880		0010		11870							
REAR SHAFT		5088T28G01		GEE09790		961019		ELCF		16670		0010		16660							
SECTION III - INSTALLATION DATA																					
A. DATE		B. BUNO/SERNO. INSTALLED ON		C. BY (Activity)		D. TOTAL AIRCRAFT/EQUIPMENT HOURS/COUNTS				E. ASSEMBLY OR COUNTS											
970129		755003		WC3		EFH		EOT		N2F		N2P		EFH		EOT		N2F		N2P	
						E0394		E0520		E0225		E1600		C2071		C2587		C1634		C11968	

OPNAV 4790/106A (REV. 10-92)

S/N 0107-LF-014-9800

PERMANENT RECORD
AZJA0014

Figure 8-10.—Assembly Service Record (ASR) (front).

designated to use the ASR. The ASR (fig. 8-10) is used in the AESR to provide data tracking on assemblies and subassemblies that have rework or overhaul life limits and are designated to be removed at organizational-, intermediate-, or depot-level maintenance activities and discarded. The same procedures used to maintain or adjust the ASR in the aircraft logbook should be used to maintain or adjust the ASR in the AESR.

Equipment History Record (EHR) Card (OPNAV 4790/113)

The EHR card (fig. 8-11) provides a method for monitoring specific maintenance data on designated aeronautical components and equipment that do not qualify as SRC. An individual card for each EHR-serialized item is maintained as part of the AESR while the component is installed. When the component is removed from the equipment, the EHR card is attached to and accompanies the component to its final disposition. The EHR card is maintained in the AESR in the same way as the card is maintained in the aircraft logbook.

Scheduled Removal Component (SRC) Card (OPNAV 4790/28A)

Maintenance history, installation, and usage data is recorded on the SRC card, (fig. 8-12). The SRC card is maintained as part of the AESR as long as the component is installed. When the component is removed from the equipment, the card accompanies the component. It is very important that maintenance history continuity be maintained. The same procedures used to maintain or adjust the SRC card in the aircraft logbook should be used to maintain or adjust the SRC card in the AESR.

Module Service Record (MSR) (OPNAV 4790/135)

Modular engine design allows I-level maintenance activities to remove and replace interchangeable modules with ready-for-issue (RFI) spares. The removed modules are either repaired at an IMA or forwarded to depot maintenance for overhaul. This capability requires a record system to keep track of modules, the life limits of the assemblies and components within modules, and other maintenance data associated with modules. The MSR (fig. 8-13) provides this capability for all modular engines; for example, T56, T400, T700, and F404.

The activity that accepts a module forwards a copy of the MSR to the Navy Aviation Maintenance Office (NAMO) central repository. MSR initiation for modules installed on aeronautical engines as part of a DOD contract is the responsibility of the activity that accepts the engines for the Navy. When these modules are delivered to the Navy at the contractor's plant, the cognizant Navy representative is considered to be the original accepting activity.

The MSR accompanies the module at all times. When the module is installed as a part of a propulsion system, the MSR is maintained concurrently with, and becomes a part of, the propulsion system AESR. When equipment that has a MSR is not installed, a two-prong fastener should be used to bind the MSR together. Staples should NOT be used.

Upon completion of repair or rework, a copy of the MSR that reflects the current status of the module is forwarded to the central repository. The MSR must be inserted in the appropriate propulsion system AESR or be securely attached to the module when the module is returned to the supply system.

When an MSR becomes damaged or mutilated, the activity that has current custody initiates a new record. All information is transcribed to the new record except for entries in the replacement blocks, which are made in pencil. Entries in the record are typed or plainly printed in black ink. When a record contains no space for additional entries, a new record is prepared, and both records accompany the module until the records are consolidated at repair or rework. Only I- or D-level maintenance activities are authorized to consolidate MSRs.

In the top left corner of the first page of each MSR, the type of MSR is indicated; for example, fan, turbine, or afterburner.

In the Replacement block (top right corner of the first page of the MSR), the noun name of the component or assembly within the module that has a life cycle limit is entered. Since the component or assembly within the module has a life cycle limit, the entire module must be removed from the propulsion system when the limit is reached. The Due block is computed by adding the component or assembly interval time to the module time and subtracting any hours or counts on the component or assembly at installation. These entries are made in pencil since these hours or counts are subject to change.

EQUIPMENT HISTORY RECORD (EHR) CARD

[illegible]

OPNAV 4790/113 (REV. 1-84) S/N 0107 - LF - 047 - 9576

PERMANENT RECORD
AZJA0016

Figure 8-11.—Equipment History Record (EHR) card (front).

SCHEDULED REMOVAL COMPONENT CARD

[illegible][illegible][illegible]

Figure 8-12.—Scheduled Removal Component (SRC) card (front).

MODULE SERVICE RECORD

SECTION I - IDENTIFICATION DATA				
A. PART NUMBER	B. SERIAL NUMBER	C. TYPE / MODEL / SERIES	D. WORK UNIT CODE	E. CFA

[illegible][illegible]

Figure 8-13.—Module Service Record (MSR) (Page 1 of 4).

[illegible][illegible]

Figure 8-13.—Module Service Record (MSR) (Page 4 of 4).

For detailed descriptions and instructions for each section of the MSR, you should refer to OPNAVINST 4790.2.

Q14. When a Module Service Record (MSR) component is installed as part of a propulsion system, the MSR becomes part of what record?

Q15. Pencil entries are required in what section of the MSR?

Q16. When an MSR card contains no space for additional entries, a new card is initiated. What should be the disposition of each MSR card?

ENGINE COMPOSITION TRACKING (ECOMTRAK)

LEARNING OBJECTIVE: Describe the Engine Composition Tracking (ECOMTRAK) system.

This system tracks the operating time cycle or counts of selected engine components. A similar system is used to track selected aircraft components, which is called "Aircraft Composition Tracking" (ACOMTRAK). These two systems can be easily confused by the AZ; therefore, you must remember that ECOMTRAK deals primarily with life-limited **engine** components.

The ECOMTRAK system supplies reports that specify the time or cycle counts that remain on each tracked component before the component must be inspected or removed and replaced. By using usage rates derived from experiments and tests, workloads for maintenance and rework facilities can be forecast. In addition, long-range requirements for new and reworked components can be developed. The cognizant field activity (CFA) or, in some cases, the assistant program manager for logistics (APML) for each engine in the system maintains the ECOMTRAK data base. Each CFA can presently provide management information on TF30, J60, J85, T700, TF34, J52, TF41, F402, F404, T64, T76, T58, T56, T400 and F110 engines. Designated fleet units and others may also obtain such data directly. For further information on this direct data access capability, contact NAMO.

The AZ who works on an Enhanced Comprehensive Asset Management System (ECAMS) performs the following tasks:

- Verifies and corrects ECAMS, ECOMTRAK system, and Parts Life Tracking System (PLTS) reports daily

- Validates configuration reports between ECAMS database, AESR, MSR, and ECOMTRAK, or PLTS prior to deployment, after deployment, and quarterly
- Screens all maintenance action forms (MAFs) and naval flight records (NAVFLIRs) daily to ensure engine transactions and component removal and installation have been updated in the ECAMS database
- Ensures TDs that require part number changes are entered into ECAMS

Refer to Commander, Naval Air Systems Command (COMNAVAIRSYSCOM), aircraft controlling custodian/type commander (ACC/TYCOM), and wing directives for additional responsibilities.

Q17. What system tracks operating time, cycles, or counts of selected engine components?

SUMMARY

The Aeronautical Equipment Service Record (AESR) is the log that keeps track of aeronautical equipment that is an integral part of the aircraft. The AESR contains many of the same forms and records that are used in the aircraft logbook. The activity that originally accepts the equipment is the activity that initiates the AESR. You should enter full identification data and the equipment serial number on each page of every form in the AESR. When there is no designated place in the AESR for data, you should place the data in a manila folder that is attached to the back inside cover of the AESR for this purpose.

You should record the monthly compilation of significant operating data in the Equipment Operating Record. You should also make an entry in Equipment Operating Record upon transfer of the equipment. Overtemp, hot start, acceptance, and transfer inspections are examples of conditional inspections that you should log on the Conditional Inspection page of an AESR. You should maintain 2 years of data on the Conditional Inspection page. You shouldn't record acceptance and transfer inspections of uninstalled equipment in the AESR for equipment.

When you send equipment to be repaired that is separated from a major component, such as an engine, a propeller, or an auxiliary power unit to an AIMD, the AESR should accompany the component. You should record technical directives that affect an EHR, ASR,

MSR, or SRC card item on the applicable EHR, ASR, MSR, or SRC card and make an entry on the TD page in the applicable AESR.

You should use the Miscellaneous/History record in the AESR to log entries concerning the Naval Oil Analysis Program (NOAP).

When your activity initiates a preservation action on an aircraft, you should make an entry in the Preservation/Depreservation Record of the Aircraft logbook. When no preservation was performed on installed engines, no entry is made for the engines on the Preservation/Depreservation Record in the AESR.

When a Module Service Record (MSR) component is installed as part of a propulsion system, the MSR becomes part of the propulsion system AESR. You are required to make entries in pencil in the Replacement Due section of the MSR. When an MSR card contains no space for additional entries, you should start a new card. Both the old MSR card and the new card should accompany the equipment until the cards are consolidated at repair or rework.

The Engine Composition Tracking (EMCOM-TRAK) system tracks life-limited engine components by keeping a record of operating time, cycles, or counts for selected engine components.

ANSWERS TO REVIEW QUESTIONS

- A1. *Aeronautical Equipment Service Record (AESR).*
- A2. *The activity that originally accepts the equipment.*
- A3. *Full identification data and the equipment serial number.*
- A4. *In a manila folder attached to the back inside cover of the AESR.*
- A5. *Monthly compilation of significant operating data.*
- A6. *Upon transfer of the equipment.*
- A7. *(a) Conditional inspections; (b) Conditional Inspection page.*
- A8. *Uninstalled equipment.*
- A9. *2 years of data.*
- A10. *The AESR should accompany the APU to AIMD.*
- A11. *On the TD page in the applicable AESR.*
- A12. *Miscellaneous/History record.*
- A13. *No entry should be made for the engines.*
- A14. *The propulsion system AESR.*
- A15. *In the Replacement Due section.*
- A16. *Both cards should accompany the equipment until the cards are consolidated at repair or rework.*
- A17. *Engine Composition Tracking (ECOMTRAK) system.*